

TOC Home

W E S T W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Marceline Subdivision <b>MAIN LINE STATIONS</b>	Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ E A S T W A R D
	10,203 (MT1)	63500	234.3	234.2 236.2	FT. MADISON Hannibal Sub, HLA via GCOR 6.28, MP 236.2	BPT				2.8
				237.1	ORTHO	X(2)				9.1
		63475	246.2		ARGYLE	X(2)				16.9
				263.1	EAST MEDILL	X				1.7
				264.8	WEST MEDILL	X				11.9
		63455	276.7		GORIN	X(2)				13.3
				290.0	EAST BARING	X				2.4
				292.4	WEST BARING	X				7.9
				300.3	HURDLAND	X(2)				12.9
		63430	313.2		LA PLATA	X(2)				16.1
				329.3	EAST ETHEL	X	CTC 2MT			1.6
				330.9	WEST ETHEL <a href="#">Brookfield</a> Sub via GCOR 6.28, MP 341.5	X				16.0
				346.9	EAST MARCELINE	X				0.4
		63400	347.3		MARCELINE	T		7000		2.0
				349.3	WEST MARCELINE	X				11.6
		63350	360.9		MENDON	X(2)				13.4
		63325	374.3		BOSWORTH	X(2)				12.2
		63300	386.5		CARROLLTON					2.3
				388.8	W.B. JCT Adj RR: NS, MP 388.8	JX(2)				7.8
		63290	396.6		NORBORNE					8.9
		63280	405.5		HARDIN	X(2)				5.8
		63240	411.3		HENRIETTA		CTC 3MT			6.7
				418.0	C.A. JCT Adj. RR: NS, MP 418.1	JX(2)	CTC 2MT			6.9
				424.9	EAST SIBLEY		CTC			1.5
				426.4	WEST SIBLEY	X	CTC 2MT			10.2
		63219	436.6		ETON Adj RR: UP, MP 436.5	JX(2)	CTC 3MT			4.1
				440.7	CEMENT CITY	X(2)				3.5
		63175	444.2		CONGO	X(2)				210.0
End Marceline Sub MT, MP 444.3 Adjoining RR: KCT & UP, MP 444.3										

From MP 444.2 to Kansas City, Missouri, is under the jurisdiction of the Kansas Division.

**Central Continental Time in effect on Marceline Subdivision**

Radio Call-in		
<b>Radio Channel 018 in service Ft. Madison to Hurdland</b>		
Ft. Madison - 33(X)	Argyle - 34(X)	Medill - 35(X)
Baring - 40(X)	La Plata - 41(X)	
<b>Radio Channel 030 in service Hurdland to Congo</b> Argentine Diesel Servicing Facility X=6		
Baring - 40(X)	La Plata - 41(X)	Ethel - 42(X)
Marceline - 43(X)	Carrollton - 45(X)	Hardin - 49(X)
Henrietta - 50(X)	Atherton - 48(X)	Congo - 51(X)
<b>BNSF DS from NS Railway - Channel 022</b>		
Carrollton - 450	Henrietta - 500	
<b>Emergency - Call 911</b>		
Dispatcher X=0, RFE Desk X=1, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5, PTC Desk X=9		

**Dispatcher Information**

Ft. Madison to Hurdland—817-867-7126, Fax 817-352-7054  
Hurdland to Congo—817-867-7002, Fax 817-352-7043

**1. Speed Regulations**

See Item 1 of the System Special Instructions for additional speed restrictions.

**1(A). Speed—Maximum**

Main Track	Psg	Fr	
		Under 100 TOB	100 TOB & Over
MP 234.3 to MP 388.7	90	55*	55*
MP 388.7 to MP 418.2, MT1	79	55*	55*
MP 388.7 to MP 405.4, MT2	60	55*	55*
MP 405.4 to MP 418.2, MT2	79	55(**)	55(**)
MP 405.4 to MP 418.2, MT3	50	50	45
MP 405.4 to MP 418.2, MT3, locomotive cranes/ pile drivers, AT 199454 through AT 199468 and Jordan spreaders		20	20
MP 418.2 to MP 425.0	90	55*	55*
MP 425.0 to MP 444.3	79	55*	55*

\* Unless otherwise restricted, the maximum speed for freight trains is 70 MPH (\*\* MP 388.7 to MP 405.4, Main 2 is 60 MPH) provided:

- Train does not contain empty car(s). Refer to SSI 1(C) for determining speed for multi-platform, intermodal equipment.
- Train does not exceed 8,500 feet.  
Exceptions:
  - Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.
  - Solid intermodal trains containing no auto racks operating with distributed power on the rear of the train with the automatic brake valve cut in may operate at 70 MPH up to 12,000 feet in length. Lead locomotive and DP remote unit must be equipped with LXA.
  - Trains operating with a distributed power remote consist cut-in (mid train) and equipped with ETD repeater with remote DP automatic brake valve cut in may operate at 70 MPH up to 16,000 feet in length.
  - Trains operating with two distributed power remote consists (mid train and at the rear) and both DP remote automatic brake valve(s) cut in may operate at 70 MPH up to 16,000 feet in length.
- Train does not average more than 80 TOB.  
Exceptions:
  - Trains consisting entirely of intermodal equipment (all equipment listed under BNSF Timetable, System Special Instruction 1C), including equipment designed to carry automobiles/trucks (auto racks), must not average more than 90 tons per operative brake.
  - Trains consisting entirely of double stack equipment and spine car equipment (car kind codes beginning QU, QK, QV, QW, QT, QX, QY, QM, QC, QO, Q5, QE) must not average more than 105 tons per operative brake.  
In addition, the intermodal trains described above may also handle as many as 15 refrigerated box cars identified as "Super Reefers" - BNSF 793110 thru BNSF 794112, provided train does not exceed 90 TOB.
- Engineer can control speed to 70 MPH without use of air brakes. (If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

[TOC Home](#)

See ABTH 103.2.1 Dynamic Brake Limitations, regarding when 32 axles of dynamic brakes may be used on lead consist.

**1(B). Speed—Permanent Restrictions**

	Psg	Fr
MP 242.1 to MP 242.8	85	70
MP 250.3 to MP 256.0	50	45
MP 269.0 to MP 270.5	85	70
MP 277.2 to MP 288.7	85	70
MP 293.7 to MP 303.1	85	70
MP 309.2 to MP 316.9	85	70
MP 331.0 to MP 334.0	55	55
MP 334.0 to MP 335.6	55	45
MP 335.6 to MP 339.2	50	45
MP 339.2 to MP 339.7	70	65
MP 347.5 to MP 348.9, MT1	60	55
MP 347.5 to MP 347.8, MT2	50	45
MP 352.6 to MP 354.0	70	65
MP 372.0 to MP 372.9	70	70
MP 376.2 to MP 376.8	75	70
MP 382.4 to MP 384.5, MT2	70	70
MP 384.3 to MP 384.5, MT1	80	70
MP 388.5 to MP 388.8, MT2	40	40
MP 405.6 to MP 406.0, MT3	25	25
MP 416.7 to MP 419.2	55	55
MP 416.4 to MP 417.5, MT3	40	40
MP 425.0 to MP 426.7	35	35
MP 426.7 to MP 427.7	55	50
MP 434.9 to MP 436.9	75	70
MP 436.4 to MP 436.9, MT3	40	40
MP 437.5 to MP 438.7	70	70
MP 438.7 to MP 438.9	65	60
MP 442.3 to MP 443.7	60	40
MP 443.7 to MP 444.3	40	40

**Key Trains**

Maximum speed within the following municipal area limits unless otherwise restricted:

	Fr
MP 417.0 to MP 444.3	35

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Psg	Fr
MP 236.2, West Ft. Madison, siding turnout	30	30
MP 236.2, West Ft. Madison, yard lead turnout	30	30
MP 237.1, Ortho, crossovers	40	40
MP 246.2, Argyle, crossovers	50	50
MP 263.1, East Medill, crossovers	50	50
MP 264.8, West Medill, crossovers	50	50
MP 276.7, Gorin, crossovers	50	50
MP 290.0, East Baring, crossovers	50	50
MP 292.4, West Baring, crossovers	50	50
MP 300.3, Hurdland, crossovers	50	50
MP 313.2, La Plata, crossovers	50	50
MP 329.3, East Ethel, crossovers	50	50
MP 330.9, West Ethel, crossovers	50	50
MP 346.9, East Marceline, crossovers	50	50
MP 349.3, West Marceline, crossovers	50	50
MP 349.3, West Marceline, yard lead turnouts	20	20
MP 360.9, Mendon, crossovers	50	50

	Psg	Fr
	Under 100 TOB	100 TOB & Over

MP 374.3, Bosworth, crossovers	50	50	50
MP 388.8, W.B. Jct, crossovers and MT2 to MT2 turnout	40	40	40
MP 405.5, Hardin, crossovers	50	50	50
MP 405.5, Hardin, MT3 turnout	25	25	25
MP 418.0, C.A. Jct, crossovers	40	40	40
MP 418.0, C.A. Jct, NS turnout	30	30	30
MP 424.9, East Sibley, MT2 turnout	35	35	35
MP 426.4, West Sibley, crossovers	35	35	35
MP 436.6, Eton, crossovers	40	40	40
MP 436.6, Eton, UP connection	40	40	40
MP 440.7, Cement City, crossovers	40	40	40
MP 444.2, Congo, crossovers	40	40	40

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR/MWOR 6.28) unless otherwise indicated.

Carrollton, track 8702	5	5	5
Sibley, track 2603	5	5	5
Climax Industry Molybdenum, over scale	5	5	5
Ft. Madison wye (Ft. Madison Yard), Cars must not exceed 85 ft.	5	5	5

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Cars**

Ft. Madison to Kansas City ..... 143 tons, Restrictions B

Location	Track Name	Track No.
<b>Six-axle locomotives are not permitted on:</b>		
Wyaconda	House track	1102
	Elevator track	1103
Baring		9002
La Plata	(6-axle allowed on E 760 feet - sign is posted)	9307
Bosworth	Elevator track	7403
Carrollton	Runaround track	8709
Henrietta	Yard tracks	9801 - 9803
Sibley	House track	2601

**3. Type of Operation**

**Main Track**

MP 234.3 to MP 405.6	CTC, 2 MT
MP 405.6 to MP 418.2	CTC, 3 MT
MP 418.2 to MP 424.9	CTC, 2 MT
MP 424.9 to MP 426.3	CTC
MP 426.3 to MP 436.3	CTC, 2 MT
MP 436.3 to MP 444.3	CTC, 3 MT

[TOC Home](#)

**4. Subdivision Specific Rules Information**

**Safety Overlay Systems in Effect**

- Positive Train Control (PTC)
- Hi-Rail Limits Compliance System (HLCS)

**Energy Management Systems in Effect**

- Trip Optimizer (TO)
  - TO/PTC - Interface Mode (TO/PTC-IM)

**GCOR/MWOR 1.14**—BNSF operating rules, timetable and special instructions apply on joint track at the following locations:

- W.B. Jct to Hardin - MT1 BNSF, MT2 NS, joint with NS.
- Hardin to C.A. Jct - MT1 and MT2 BNSF, MT3 NS, joint with NS.
- C.A. Jct to Congo - BNSF tracks, joint with NS.
- Eton to Congo - BNSF tracks, joint with UP.

**GCOR/MWOR 6.19**—When flagging is required distance is 2 miles.

**GCOR/MWOR 6.26**—Between Hardin and C.A. Jct there are three Main Tracks designated Main 1, Main 2, and Main 3. Main 1 and Main 2 are BNSF tracks and Main 3 is an NS track.

**GCOR/MWOR 6.32.2**—Stop and protect movement over the following crossings unless seen to be working. If devices are seen to be working proceed over the crossing not exceeding 15 MPH without stopping until the head end of the train completely occupies the crossing.

Location	Crossing	Track
MP 329.55	Oak St	Ethel Storage

**GCOR 9.1**—At C.A. Jct the Westward, 2-unit signal on Main 2 governs movement as follows:  
 Movement to the BNSF is governed by the indications per BNSF Rules 9.1.3, 9.1.8, 9.1.9, 9.1.12, 9.1.13 and 9.1.15. Movement to the NS is governed by: Dark over Flashing Red, Red over Red, Red over Yellow and Red over Green.

**GCOR 10.1, Signal Governing Movement over a Hand**

**Operated Switch**—Locations where signal governs movement over hand operated switch providing access to the main track:

Location	Signal Direction	Access to
MP 299.9	EWD	MT1
MP 299.9	EWD	MT2
MP 384.0	WWD	MT2

**GCOR 15.1**—In addition to obtaining BNSF GTBs, train crews operating over the KCT Railway must obtain the current KCT Railway Daily Operating Bulletin (DOB) in effect at their initial on duty station, unless otherwise instructed by the KCT Railway Dispatcher.

**5. Trackside Warning Devices (TWD)**

See System Special Instructions for additional Trackside Warning Device (TWD) information

MP	Device	Recall Code	Notes
<b>Type A. Locations protecting bridges, tunnel or other structures</b>			
420.7	SLD DED	8	WWD
432.0	SLD DED	7	EWD
<b>Type B. Locations</b>			
241.4		7	Exception reporting
248.0	DED		Exception reporting
252.3	DED		Exception reporting
257.9		8	Exception reporting
282.3		8	Exception reporting
306.4		7	Exception reporting
326.4		8	Exception reporting
333.1	DED		Exception reporting
339.8	DED		Exception reporting
344.5		8	Exception reporting
366.5		7	Exception reporting
382.8		8	Exception reporting
401.9			MT2, NS MP 226.0
407.5		7	MT1, MT2, Exception reporting
415.4			MT3, NS MP 239.7
420.7	SLD DED	8	EWD
425.2	DED		Exception reporting
426.3	DED		Exception reporting
432.0	SLD DED	7	WWD
436.8	DED		Exception reporting
440.5	DED		Exception reporting
444.1	DED		Exception reporting
<b>Type C. Other Devices</b>			
366.7	WILD	668	

**6. FRA Exempted Track—None**

**7. Special Conditions**

**End of Car Cushioning (EOC) Restrictions**— No more than 50 cars with end of car cushioning ahead of any individual consist of 9 RPA or greater. (Does not apply to solid intermodal and solid loaded bulk commodity unit trains with cars equipped with end of car cushioning.)

**Bosworth**—Operations of locomotives on the Elevator Track 7403 is restricted to 500 ft. west of Baker Street.

**Kansas City Terminal Railway (KCT)**—Crews operating across Kansas City Terminal Railway Company (KCT) must have a current copy of the Greater Kansas City Operating Instructions (GKCOI) and the current KCT Daily Operating Bulletins (DOB).

All amendments to the GKCOI are made by KCT General Order. Crews operating across KCT must review all KCT General Orders and General Notices before beginning each day’s work or trip. KCT General Orders and General Notices are available on the BNSF intranet, Rules and Timetable mobile app, or in TSS (DAD) using division code KCI.

**Mechanical Setout Locations**—When setting out bad order equipment on sidings and back tracks, spot the equipment on the jacking pads if possible.

[TOC Home](#)

**Locomotive Defect Reporting**—In addition to locomotive defect reporting instructions contained in Air Brake and Train Handling Rules, the locomotive engineer is responsible for reporting any known inbound locomotive defect to the Argentine Diesel Servicing Facility at least 50 miles prior to arrival at Argentine.

**Main Track Ownership/Control**

Track	Mile Post	Owner	Maintained By	Controlling RR
MT2	388.8 to 403.8	NS	NS	BNSF
	403.8 to 404.7	BNSF/NS	BNSF	BNSF
	404.7 to 405.5	BNSF	BNSF	BNSF
	405.5 to 405.6	BNSF/NS	BNSF	BNSF
MT3	405.6 to 418.3	NS	NS	BNSF

**SSI—Switch Control/Monitoring Systems**

- ICS—in effect:
  - Ortho MP 237.1 \*
  - Argyle MP 246.2
  - East Medill MP 263.1
  - West Medill MP 264.8
  - Gorin MP 276.7
  - East Baring MP 290.0
  - Hurdland MP 300.3
  - La Plata MP 313.2
  - East Ethel MP 329.3
  - West Ethel MP 330.9
  - East Marceline MP 346.9
  - West Marceline MP 349.3
  - Mendon MP 360.9
  - Bosworth MP 374.3
  - W.B. Jct MP 388.8
  - Hardin MP 405.5
  - C.A. Jct MP 418.0
  - West Sibley MP 426.4
  - Eton MP 436.6 \*
  - Cement City MP 440.7
  - Congo MP 444.2

\* Denotes all crossover switches within control point are ICS.

**No Clearance Locations**

Location	Track Name	Track No.	Obstruction
Ft. Madison, Devils Creek	MT1, MT2		Bridge
Elmer, Chariton River	MT1, MT2		Bridge
Bosworth, Grand River	MT1, MT2		Bridge
		7404	Building
Carrollton, Wakenda River	MT1, MT2		Bridge
		8711	Building
Norborne		9602, 9605	Building
Hardin, Crooked River	MT1, MT2, MT3		Bridge
		9504, 9505	Building
Henrietta		9803, 9814	Building
Floyd	MT1, MT2		Signal bridge
Sibley, Missouri River	MT1, MT2		Bridge
Atherton	MT1, MT2		Signal bridge

**Flash Flood Critical Areas**

- MP 249.0 to MP 252.0
- MP 259.0 to MP 262.0
- MP 294.8 to MP 302.0
- MP 350.0 to MP 360.0
- MP 384.0 to MP 388.0
- MP 415.5 to MP 415.7
- MP 419.0 to MP 424.0
- MP 429.0 to MP 432.0

**8. Line Segments**

Segment No.	Limits	Mile Posts
<b>Road Line Segments</b>		
7000	Ft. Madison to Congo	
<b>Yard Line Segments</b>		
7054	Ft. Madison Yard	

**9. Other Location Information**

Station No.	Name	Mile Post	Capacity Feet	Switch Opens
	Amax MT2	239.3	Lead	East
	Revere	256.0	900	MT1 West MT2 East
	Medill Storage MT2	263.0 to 264.8	5,600	Both
	Wyaconda MT1	273.3	2,000	East
	Rutledge Spur MT1	282.4	1,000	East
	Baring Storage MT2	290.0 to 292.0	7,227	Both
	Hurdland Spur MT1, MT2	300.0	900	East
	Elmer	322.9	1,400	MT1 West MT2 East
	Ethel Storage MT2	329.3 to 330.9	6,592	Both
	Bucklin MT1	341.5	3,200	East
	Rothville	354.6	1,000	MT1 West MT2 East
	Floyd MT1	421.7	1,500	West
	Atherton	434.0	2,500	MT1 West MT2 East
	Eton Storage MT1	435.5	7,708	Both
	La Farge MT1	442.2	Yard	West
	Sugar Creek MT1	442.9	670	West
	Sugar Creek MT3	442.9	1,070	West